MD 213 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

11 — LEFT TURN YIELD ON GREEN (R10-12, 36" x 42")

13 — NO TURN ON RED (R10-11B, 24" x 24")

12 — ← Spring AVE

14 — Spring AVE →

D-3(1) (DUAL FACED) (VARIABLE x 16")

15 — SOUTH / MARYLAND 213 / → ASSOCIATED SHIELD ASSEMBLY (30" X 54")

17 — NORTH / MARYLAND 213 (M3-1, 24" x 12") (M1-5, 30" x 24") (M6-1, 21" x 15")

16,18 — Washington AVE

D-3(1) (DUAL FACED) (VARIABLE x 16")

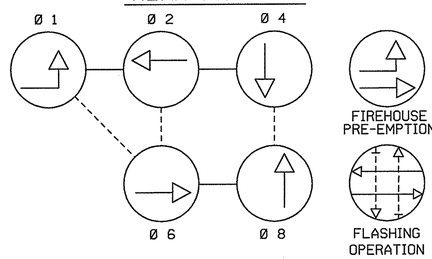
PROPOSED VIDEO DETECTION CAMERA

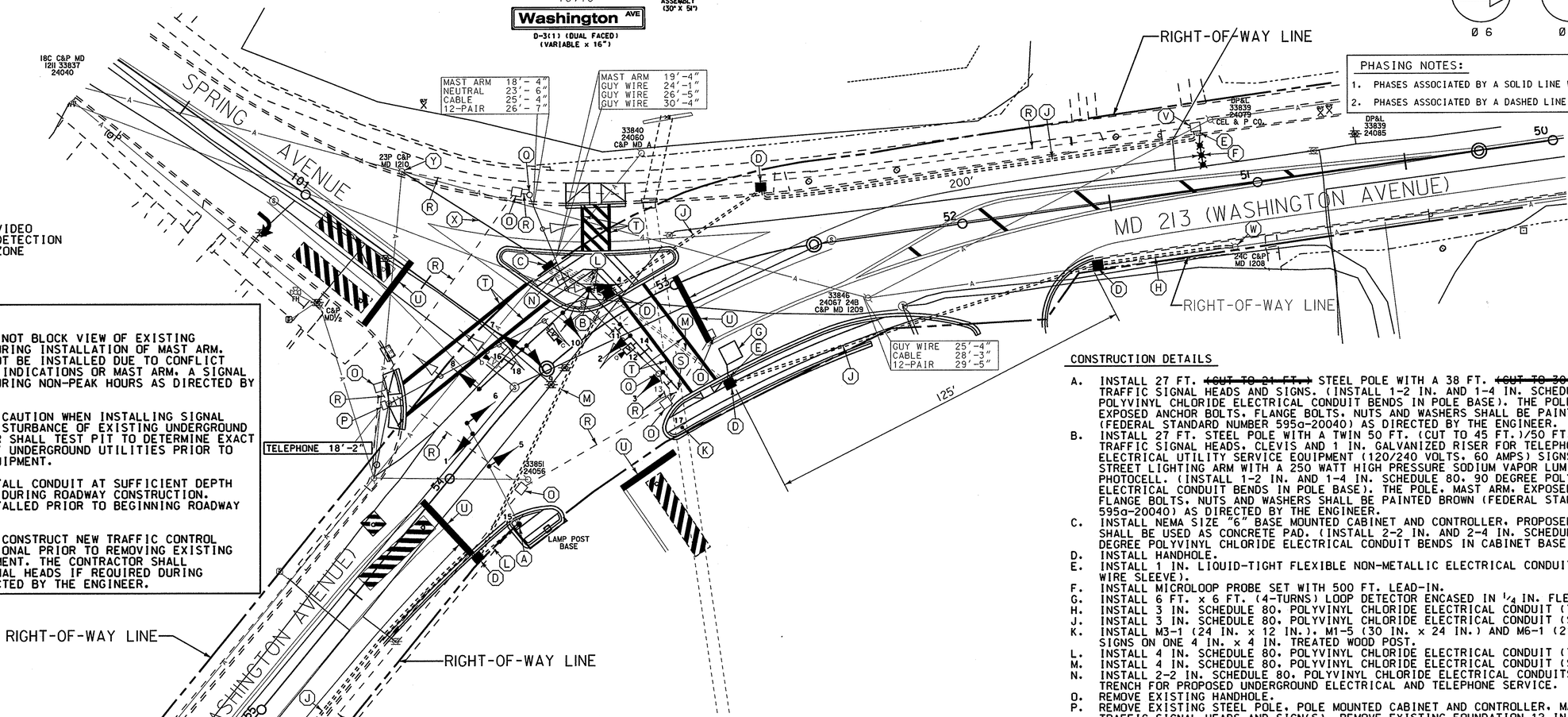
a,b,c — V

PROPOSED SIGNAL HEADS

1 — 12"/8"; 2 — 12"; 3,5-10 — 12"; 4 — 8"

NEMA PHASING





VIDEO DETECTION ZONE

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR MAST ARM, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
3. CONTRACTOR SHALL INSTALL CONDUIT AT SUFFICIENT DEPTH TO AVOID DISTURBANCE DURING ROADWAY CONSTRUCTION. CONDUIT SHALL BE INSTALLED PRIOR TO BEGINNING ROADWAY CONSTRUCTION.
4. THE CONTRACTOR SHALL CONSTRUCT NEW TRAFFIC CONTROL SIGNAL AND BE OPERATIONAL PRIOR TO REMOVING EXISTING TRAFFIC SIGNAL EQUIPMENT. THE CONTRACTOR SHALL RELOCATE TRAFFIC SIGNAL HEADS IF REQUIRED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

CONSTRUCTION DETAILS

A. INSTALL 27 FT. ~~(CUT TO 21 FT.)~~ STEEL POLE WITH A 38 FT. ~~(CUT TO 30 FT.)~~ MAST ARM. TRAFFIC SIGNAL HEADS AND SIGNS. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE). THE POLE, MAST ARM, EXPOSED ANCHOR BOLTS, FLANGE BOLTS, NUTS AND WASHERS SHALL BE PAINTED BROWN (FEDERAL STANDARD NUMBER 595a-20040) AS DIRECTED BY THE ENGINEER.
B. INSTALL 27 FT. STEEL POLE WITH A TWIN 50 FT. (CUT TO 45 FT.)/50 FT. MAST ARMS. TRAFFIC SIGNAL HEADS, CLEVIS AND 1 IN. GALVANIZED RISER FOR TELEPHONE SERVICE. ELECTRICAL UTILITY SERVICE EQUIPMENT (120/240 VOLTS, 60 AMPS) SIGNS AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE WITH PHOTOCELL. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE). THE POLE, MAST ARM, EXPOSED ANCHOR BOLTS, FLANGE BOLTS, NUTS AND WASHERS SHALL BE PAINTED BROWN (FEDERAL STANDARD NUMBER 595a-20040) AS DIRECTED BY THE ENGINEER.
C. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER. PROPOSED SIDEWALK SHALL BE USED AS CONCRETE PAD. (INSTALL 2-2 IN. AND 2-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN CABINET BASE.).
D. INSTALL HANDHOLE.
E. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
F. INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN.
G. INSTALL 6 FT. x 6 FT. (4-TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
H. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
J. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
K. INSTALL M3-1 (24 IN. x 12 IN.), M1-5 (30 IN. x 24 IN.) AND M6-1 (21 IN. x 15 IN.) SIGNS ON ONE 4 IN. x 4 IN. TREATED WOOD POST.
L. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
M. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
N. INSTALL 2-2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUITS IN COMMON TRENCH FOR PROPOSED UNDERGROUND ELECTRICAL AND TELEPHONE SERVICE.
O. REMOVE EXISTING HANDHOLE.
P. REMOVE EXISTING STEEL POLE, POLE MOUNTED CABINET AND CONTROLLER, MAST ARM POLE, TRAFFIC SIGNAL HEADS AND SIGN(S). REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE.
Q. REMOVE EXISTING STEEL POLE, MAST ARM POLE, TRAFFIC SIGNAL HEADS AND SIGN(S). REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE.
R. CAP AND ABANDON EXISTING CONDUIT.
S. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
T. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
U. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
V. USE EXISTING HANDHOLE.
W. USE EXISTING WOOD UTILITY POLE AND INSTALL 2 IN. ELECTRICAL POLYVINYL CHLORIDE RISER FOR EXISTING UNDERGROUND INTERCONNECT CABLE. PULL BACK EXISTING INTERCONNECT CABLE HEADING SOUTH AND RE-FEED IN RISER AND CONDUIT TO NEW BASE MOUNTED CABINET. (SEE WIRING DIAGRAM FOR ADDITIONAL INTERCONNECT DETAILS)
X. PROPOSED OVERHEAD ELECTRICAL AND TELEPHONE SERVICE.
Y. REMOVE EXISTING 3 IN. U-GUARD ELECTRICAL POLYVINYL CHLORIDE RISER ON UTILITY POLE.

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
4. INSTALL CONDUIT AND LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS. REFER TO SIGNING AND PAVEMENT MARKING PLANS FOR ADDITIONAL DETAILS.
5. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
6. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
7. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
8. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
9. REFER TO SHEET TSP-3 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

GREENLINE #1 RELOCATE SIGNAL POLES AND CABINET 08/1/05

REVISIONS		APPROVALS
A REBUILD TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS SHA NO. KE411-5176	6-09-04	TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
NML		ASST. TRAFFIC ENGINEERING DESIGN DIVISION
B REPLACE LOOP DETECTORS AND CONDUIT SHA NO. D346-501-271	3-24-87	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
RSC		
A INSTALL MAINLINE LOOPS FOR FULL-ACTUATION SHA NO. 855-25004	4-7-86	DIRECTOR, TRAFFIC & SAFETY
JJD SR		

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 213 @ SPRING AVENUE

TSP-1

DRAWN BY: L. PARKER	F.A.P. NO.		TS NO. T680-C	SHEET NO.
CHECKED BY: W.A.B.	S.H.A. NO.	K-377-501-285		
SCALE: 1" = 20'	COUNTY:	KENT	T.I.M.S. NO. F444x	OF
DATE: Thursday, March 09, 2006 AT 09:13 AM				

$DGNNAME$